

DPW UPDATE

September 2002

While Fire Burned, DPW Crews Took Action

By Bill Polick, Public Information Officer

Flames from the Pines fire leapt County roads and state highways for two weeks in August, destroying homes, vehicles and disrupting lives. As fire spread from south of Julian to Warner Springs, DPW crews leaped into action.

On the ground, Road crews from Julian, Alpine and Borrego assisted Highway Patrol officers. Brent Johnze, Tony Stanley and Andy Ayers of the Julian crew reported daily to California Department of Forestry (CDF) command center to take part in briefings and deploy DPW forces. They used their water truck to maintain dust control, replaced damaged signs and more.

Bernie Cota, Joe Mendez and Paul Rockwell from Alpine helped with traffic control and cleared debris from the road right-of-way.

Dan McManama and Don Holt, whose homes were threatened by the fire, joined Dan Loftin, Harry Yepiz, Dave Schirmer, Rodney Johnson, Tom Magill and Harold Simpson from the Borrego station grading road shoulders to provide additional fire break and to arrange for a portable generator at the San Felipe road station when fire disrupted electrical service. That allowed water and fuel pumps to continue operation and helped firefighters do their job. They also cleared debris from the road right-of-way. Flames scorched the fence at San Felipe but the facility was not damaged.

At Ramona Airport, fire-fighting airplanes from the California Department of Forestry and U.S. Forest Service launched 4,200 missions with payloads of retardant to quash the conflagration. Airport Manager Richard Selinger, Olivier Brackett and Kyle Rollin coordinated aircraft parking during the event and dealt with dozens of spectators each day. The operations were the most ever flown from Ramona for a fire event.

By the time the fire was out, it had burned 62,000 acres and destroyed 37 homes.



Pines Fire road closure at San Felipe Road and Highway 79. DPW crews placed signs, cleared roads and more during blaze.

JOURNEY OF ENDURANCE

Part Two: Teamwork Meant Survival

By Karen Jacobs, Training

“The *Endurance* was stuck. The crew tried for weeks to break out of the pack ice towards channels of water, but it was no use,” wrote Margot Morrell and Stephanie Capparell in *Shackleton’s Way*.

As we continue to learn about teamwork from the crew of the *Endurance*, we find their ship trapped in the unyielding ice of polar winter. The 27-member crew is forced to spend nine months in total darkness, sharing the limited space of their wooden sailing ship. They were disappointed, bored and feared for their survival. By remaining a team during this hard time, they provide us with examples of how to maintain excellence in even the most complicated situations. The crewmembers:

- **Continued their routine.** To try to make changes during this hardship would have created conflict. Maintaining a regular schedule kept their lives stable and grounded.
- **Took pride in their environment.** They worked together to make their small home comfortable and enjoyable. Even sleeping shoulder to shoulder, they respected each other’s privacy.
- **Took care of themselves.** Healthy diet, exercise and reasonable safety measures were important for their survival. When all they ran out of fresh food, they realized they needed fresh meat to keep them energized and to avoid scurvy. So they learned to incorporate seal and penguin meat into their diet. Exercise and soccer games on the ice raised their spirits. Hours in their tiny bunks were much more tolerable with stretched muscles.
- **Developed their own talents.** Although every member of the crew worked together on most jobs, they each had their own talents. They took pride in these individual talents and used them for the good of the whole crew. One crewmember specialized in mending shoes and another kept their sled dogs healthy. By finding new, innovative ways to get the job done, the quality of life for all crewmembers improved.

Some things help make an effective team, regardless of the situation. The story of the *Endurance* reminds us that every contribution is important in building a successful team.

PRACTICE GOOD HOUSEKEEPING

by Jack E. Thompson, Safety Officer

Good housekeeping is one of the surest ways to identify a safe workplace. You can tell how employees feel about safety by just looking at their work environment. Good housekeeping isn't the result of cleaning up once a week or even once a day. It's the result of keeping cleaned-up all the time. It's an essential factor in a good safety program, promoting safety, health and morale.

Whose responsibility is housekeeping? Everyone's. Clean work areas and aisles help eliminate tripping hazards. Respecting "wet floor" signs and immediately cleaning up spills prevents slipping injuries. Keeping storage areas uncluttered reduces the chance of disease and fire as well as slips, trips, and falls. Accumulated debris can cause fires and clutter slows movement of personnel and equipment during fires.

Other housekeeping practices include keeping tools and equipment clean and in good shape or keeping hoses and cables or wires bundled when not in use. Broken glass should be picked up immediately with a broom and dustpan, never with bare hands. Be aware of open cabinet drawers, electric wires, sharp corners or protruding nails. Either correct the unsafe condition if you are able and it is safe to do so, or notify the person responsible for overall maintenance that something should be done.

How a workplace looks makes an impression on employees and visitors alike. A visitor's first impression is important because that image reflects on all County employees. Good housekeeping goes hand-in-hand with good public relations. It projects order, care and pride.

Besides preventing accidents and injuries, good housekeeping saves space, time and materials. When a workplace is clean, orderly and free of obstruction; work can get done safely and properly. Workers feel better, think better, do better work and increase the quantity and quality of their work.

DIVISION NEWS:

Transportation Services

F3P's Become an Instant Reality

By Tom Davis, Field Engineering

When the Regional Water Quality Control Board (RWQCB) pulled a surprise inspection of COC in early July, the first thing they asked for was the site's Facility Pollution Prevention Plan (F3P). Nobody could find one. Director John Snyder seized this opportunity and advised the Transportation Division to produce F3P's for every Road Fund property by July 31, 2002.

An F3P is an eight-page document that describes every facility, its activities, the types of crews working there, what is stored and the utilization and effectiveness of BMP's. The Road Fund prepared an F3P for each of its 28 properties with forms provided by DPW Stormwater Manager, Cid Tesoro. Immediately, Mark Lumpkins of Division I, Pete Swenson of Division II and equipment operator John Taylor hit the road to begin inspections. This involved hundreds of miles of travel to every open and closed road station, borrow pit, headquarters facility and storage yard. It involved checking 46 BMP's from 18 different categories. When inspections were complete by July 30, F3P's for each site were updated, sent to Tesoro and e-mailed to every road crew supervisor.

Bottom line: If the RWQCB pulls a surprise inspection on the Division, we are prepared.

Engineering Services

Tavern's New Culvert



Pre-cast concrete box before installation

repaving the road. Though the contractor had 10 days to complete the work, the road was open to traffic in less than 48 hours. Impact on surrounding residents was minimal.

"The success of this project is the result of teamwork between DPW staff, the design consultant and the contractor," said Doug Isbell, Deputy Director, Engineering. "Mark Perrett, the project's manager, provided outstanding leadership of his team."

Residents of Alpine won't fear driving on Tavern Road during rainy season anymore. To reduce the risk of seasonal flooding, DPW hired Pacific Southwest Construction to install a 72-foot long culvert to carry runoff under the road.

The contractor worked around the clock, excavating, establishing invert grade, installing a 10- foot wide by 6-foot high pre- cast reinforced concrete box, backfilling the area and



Construction Crews working on Tavern Road culvert.